

Montana and the Sky



Vol. 41, No. 1

MONTANA AERONAUTICS DIVISION

January 1991

RALPH HOOD, THE FLYING HUMORIST TO KICK OFF THE 1991 AVIATION CONFERENCE

Ralph Hood, The Flying Humorist, has accepted an invitation to be the featured speaker at the kick-off luncheon on Thursday, February 28.

Hood currently clocks over 3,000 hours flying experience, single to propjet, California to Florida, Canada to Mexico and the Bahamas. He holds the following: commercial pilot, instrument rating and multiengine rating. He also holds the World Aviation Speed Record, Class C1C-Piston from Huntsville, AL to Kitty Hawk, NC.



Born in Brunswick, Georgia, Hood took up sky diving while attending Clemson University in South Carolina and wrote for the college newspaper. Following graduation, he enjoyed a series of meteoric careers, collecting sales records along the way. In 1968, Hood co-founded an entertainment venture called "Children's Magic Circus." In

1969, he received his pilot's license and sold his interest in the show.

Ralph's love of aviation and speaking continued. In 1972, he became territorial representative for an aviation insurance company. His largest customer, Montgomery/Huntsville Aviation, hired him away, and he continues serving the company as a consultant to this day.

In 1982, Ralph began teaching an aviation management course for Southern Illinois University, Carbondale, an extension course he still teaches in California, Colorado, North Carolina and Florida.

Ralph currently is a full-time professional speaker, humorist, motivator and leader of sales seminars. His speaking engagements have included numerous aviation associations, airlines, state aviation conferences and many others.

In addition, he is an aviation consultant and writes a column for an international aviation magazine, FBO, and a column for a newspaper in Alabama. Hood is sponsored in part by FBO Magazine.

Fasten your seatbelts, settle back and enjoy the ride, as Ralph Hood takes you on a trip "on top" in his uniquely humorous style.

The Saturday luncheon is scheduled to begin at 11:30 a.m. at the Outlaw Inn. In order to have meal counts, tickets for the kick-off luncheon must be reserved prior to the Conference. Other meal tickets must be reserved at least 24 hours prior to the event. Reservations can be made by using the preregistration form printed elsewhere in this newsletter.

SCOTT CROSSFIELD TO ADDRESS SATURDAY AWARDS LUNCHEON

A. Scott Crossfield will speak at the awards luncheon to be held on Saturday, March 2.

Crossfield is technical consultant to the United States House of Representatives Committee on Science and Technology, serving as an adviser on all aspects of civil aviation research and development for NASA and the FAA.

Prior to his present position, Scott was an independent corporate and government consultant from 1975-77. He was senior vice president, Hawker Siddeley Aviation, 1974-75; served in various executive capacities as an officer of Eastern Airlines, 1967-73; and was systems director, test and quality assurance, North American Aviation, 1961-66.

Scott has logged over 6,000 single engine flight hours in over 100 types of aircraft, military, research and civil. After serving as

continued, page 6



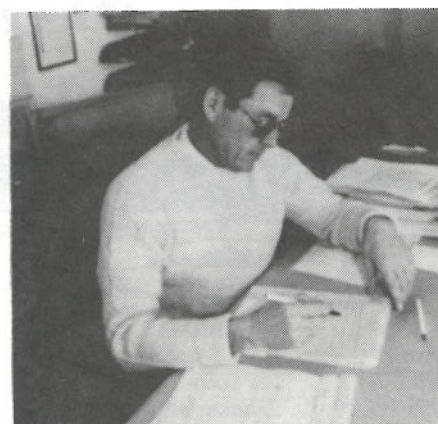
Administrator's Column

THANK YOU: On behalf of myself and Brenda Spivey, I would like to take this opportunity to express our heartfelt gratitude to all of our wonderful friends who contacted us upon learning of our near tragic airplane accident. Those expressions of concern about our well being and offers to help were certainly heartwarming and a great help to our morale. We especially want to thank Ted Beck and Denny Bridges who drove all the way to Cedar City, Utah in sub-zero weather and bad roads to pick us up and bring us home. We also thank Loren Smith, Frank Bass, and Jim Ellis who insisted on going to Cedar City and hauling the airplane salvage back to Helena. We also wish to recognize and thank the FAA Air Traffic Controller(s) at Salt Lake City who gave us vectors towards lowering terrain, the FAA Flight Service Station specialists who played a key role in our rescue, to a yet unknown Sky West Airlines crew who interrupted their scheduled flight to hold high above us and served as a communications link between us, Salt Lake City Air Traffic Control Center, Cedar City Flight Service Station, and the Iron County Sheriff Department Search & Rescue Posse. Thanks also to the Iron County Sheriff Department Search & Rescue Posse for their fast response in coming out and searching for many hours at night in a blinding blizzard to rescue us. We must not forget to thank Martin Elshire and Steve Vold of Aerotronics for providing us with a portable Trimble Global Positioning navigation radio which was invaluable in being able to provide the SAR people with our position. A lot of people have commented and congratulated me on an excellent job of flying, however, I wish to make it very clear that Brenda played a key role in calmly helping me fly the airplane IFR from 13000 feet to the ground. It was a very stressful and busy cockpit. Although we were unable to complete our long planned vacation to Central America and have lost my cherished old Bonanza, I have only to reflect back to realize how fortunate we are to have survived the ordeal, without injuries - it was a miracle. A "SECOND CO-PILOT" was most certainly with us that night.

1991 LEGISLATION EFFECTING AERONAUTICS. There are four bills before the 1991 Legislature which pertain to aviation in Montana. 1) Senate Bill 72 will abolish the one cent per gallon aviation fuel tax which is the primary revenue source for the Aeronautics Division operations. If this bill should pass the Aeronautics Division will all but be abolished. It is rumored that this bill may be put on hold and not introduced. 2) House Bill (no number yet) to repeal language in the statute which requires the Aeronautics Board to regulate interstate airlines. The Airline Deregulation Act of 1978 pre-empted states authority and this has been tried and upheld in the Federal Courts so the issue is moot. 3) House Bill 235 to repeal a passenger enplaning and deplaning figure of 20,000 for airline served airports in order to be eligible for an all beverage liquor license. 4) House Bill (no number yet) introduced at the request of the Montana Aeronautics Board to increase the aviation fuel tax by two cents per gallon. One cent would go to the Aeronautics Division for operations and the other cent would go into a special trust account to be used solely for the purpose of airport development in the form of grants and loans which would require review and approval by the Aeronautics Board.

FAA EXTENDS MODE A TRANSPONDER MANUFACTURING. In response to the opposition from the Aircraft Owners & Pilot Association, Experimental Aircraft Association, General Aviation Manufacturers Association, and the Helicopter Association International, the FAA has extended their January 1, 1991, deadline to terminate manufacturing Mode A transponders to July 1, 1991. This extension will now coincide with the FAA requirements that only Mode S transponders can be installed after July 1, 1991. There was valid concern as to what to do between the two deadlines as the Mode S transponder availability would not be sufficient to meet the need.

NEW AERONAUTICS BOARD MEMBERS. At press time we received notification from Governor Stephens that he has appointed three new members and reappointed one member to the Aeronautics Board. The new members are: 1) Greg Mecklenburg, Bozeman, to represent aviation education. Mr. Mecklenburg replaces Mike Strand of Kalispell; 2) Sherel Stroh, Havre to represent the fixed base operators. Mrs. Stroh replaces Sig Ugrin of Miles City; and 3) Leland Ford, Missoula, to represent the public at large. Mr. Ford replaces Al Cochrane of Big Fork. The reappointed member is George Teslovick, Great Falls, who represents the commercial airlines. I would like to express my appreciation to each of the outgoing members



for all of their hard work while serving on the Aeronautics Board and for their dedication to the well being of aviation in Montana. I would like to congratulate the new members and welcome them to the Aeronautics Board. We at the Aeronautics Division look forward to working with each of you. We will have more information on each of the new members in our next issue of *Montana and the Sky*.

Montana and the Sky
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DEPARTMENT OF COMMERCE
Stan Stephens, Governor
Chuck Brooke, Director

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Phone 444-2506
2630 Airport Road
Helena, Montana 59604
Michael D. Ferguson
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Douglas Freeman, Member
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Greg Mecklenburg, Member
Russell R. Pankey, Member
Phillip O. Pederson, Member
Sherel Stroh, Member
George Teslovick, Member

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FAA CHANGES AIRPORT REPORTING REQUIREMENTS

(Reprinted with permission by National Association of State Aviation Officials)

The FAA has issued a final rule which revises Part 157 of the Federal Aviation Regulations, "Notice of Construction, Alteration, Activation, and Deactivation of Airports" effective February 27, 1991. Among other changes, the new rule redefines certain types of airports, requires prior notice of airport traffic pattern changes, requires reporting of certain "remote" landing areas and attaches an expiration date to the FAA determination.

The amendments stem from recommendations of a task group of the National Airspace Review, which was a comprehensive airspace and procedural review conducted by government and industry representatives in the early 1980's. The amendments were carried in a notice of proposed rulemaking (NPRM) first issued in October 1989. Comments were received from the National Association of State Aviation Officials and six other organizations: the Transportation Departments of Wisconsin and Maine, Helicopter Association International, National Air Traffic Controllers Association, Airline Pilots Association, and the American Association of Airport Executives.

Under Part 157, FAA has always required notification from anyone proposing to build or deactivate an airport; or realign, activate, deactivate, or abandon a runway or other landing area. Notification was also required if the status of an airport was changed from private-use to public-use. The rule now requires notification if a public-use airport becomes private-use and when an airport's status is changed from instrument flight rules (IFR) to visual flight rules (VFR) or vice versa. In addition, notification is also now required when an airport traffic pattern is established for any airport, or if an existing traffic pattern is to be altered in any way.

The new regulation redefines "airport" to include any airport, heliport, helistop, vetiport, gliderport, seaplane base, ultralight flightpark, manned balloon launching facility or other aircraft landing or takeoff area. FAA has also altered the "status" designation of airports. Previously, an airport was designated as: personal-use, for use by the owner only; private-use, for the use of the owner and any invited guests; and public-use, for use by the general public without prior permission. The new part drops the term "personal-use" and broadens the term "private-use" to mean an airport available for use by the owner and other persons

authorized by the owner. A new airport designation, "private use of public lands" is also added and would cover those landing areas proposed by individuals and corporations that are located on land or water controlled by local, State or Federal government agencies.

In the Notice of Proposed Rulemaking, FAA had proposed requiring full and formal notice of remote airports and temporary airports (used for less than 30 days with no more than 10 operations per day). The National Association of State Aviation Official's comments argued against the additional burden imposed and the absence of data indicating any loss of safety at temporary or remote airports. As a result, notification is not required for temporary airports intended for private, VFR use, as long as the airport is more than 20 miles from an airport with an instrument approach or more than five miles from any other airport.

MID-CONTINENT LORAN-C DEDICATION AND USERS' FORUM

A gala dedication ceremony and a users' forum will be held May 14 - 15 at the El Paso Hilton to celebrate completion of the Loran-C system, the nation's newest and most accurate means of radio navigation available to civilian pilots.

As part of the dedication, a Loran-C instrument approach to El Paso International Airport will be accomplished. Cameras located both in the cockpit and on the ground will record the approach on videotape, which will be shown at the users' forum.

The users' forum on May 15th will provide information about Loran-C from industry and government experts.

The Loran-C navigation system allows a pilot to fly a direct course to a destination point without the fuel-wasting maneuvers and procedural turns required by older navigation systems. Completion of the system will also allow instrument approaches to be developed for up to 4,000 airports and heliports that presently have none.

For further information contact Michelle Ingram, FAA, 800 Independence Ave. SW, Washington, DC 20591, phone (202) 267-7585.

Did you know? If you are part owner of an aircraft your name or company name should appear on the FAA Registration Certificate or you might have trouble claiming a financial interest at time of sale.

CALENDAR

Feb. 15 - 17—Flight Instructor Refresher Clinic, Helena.

Feb. 27 - March 2—1991 Montana Aviation Conference, Outlaw Inn, Kalispell.

Feb. 28 - March 2—Aircraft Mechanics Refresher Seminar, Outlaw Inn, Kalispell.

March 4 - 6—Upper Midwest Aviation Symposium, Radisson Inn, Bismarck, North Dakota.

May 15—LORAN-C Users' Forum, Airport Hilton Hotel, El Paso, Texas.

May 17 - 18—Big Sky Wing, OX5 Aviation Pioneers, Stardust Motor Lodge, Idaho Falls, Idaho.

June 17 - 28—Aerospace Teacher Workshop.

Sept. 20 - 22—Mountain Search Pilot Clinic, Kalispell.

AVIATION POSTER CONTEST

The 1991 Aviation Poster Contest sponsored by the Aeronautics Division is currently underway. Students in grades 1 -12 are encouraged to participate.

The contest is divided into three categories: grades 1 - 4; grades 5 - 8; and grades 9 - 12. The winner from each category will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round trip flight from the winner's hometown to Helena for the winner and his/her parents.

A grand prize for entrants 15 - 17 years of age will include paid tuition to attend the 1991 Experimental Aircraft Association (EAA) Air Academy in July and attending the EAA Fly-In at Oshkosh, Wisconsin. Round trip airfare is included, compliments of Northwest Airlines.

The deadline for entries is April 16, 1991.

For further information, write to the Montana Aeronautics Division, Box 5178, Helena, MT 59604 or call Fred Hasskamp at the Division at 444-2506.

FLIGHT INSTRUCTOR REFRESHER CLINIC

The Flight Instructor Refresher Clinic will be held February 15 - 17, 1991, at the Coach House East in Helena.

The course will be taught by Dr. Jerry Cockrell, Cockrell Aviation Training.

Registration will be from 1000 to 1200 hours on Friday, February 15, 1991.

For further information contact the Aeronautics Division or complete an application form available at your local FBO.

ENNIS-BIG SKY AIRPORT RUNWAY DEDICATED

Over 150 area residents braved the wintry weather in October 1990, to witness the dedication of the newly paved runway of the Ennis-Big Sky Airport. Pancakes were served by the Big Sky Flying club and Airport Authority Chairman Lee Poole gave many thanks.

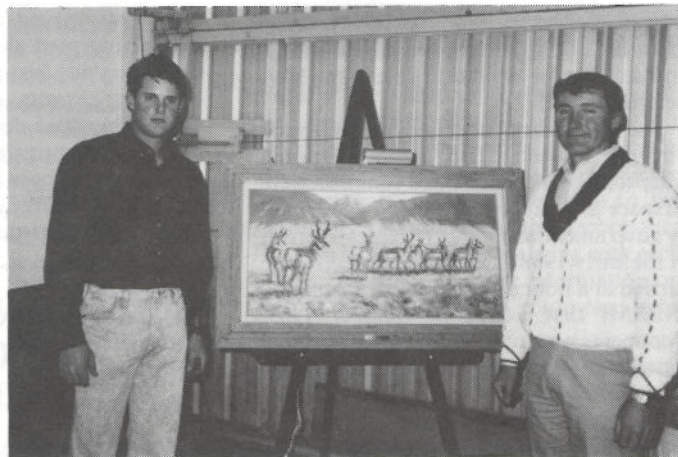
The project which started 5 1/2 years ago took the work, support and cooperation of many people.

A beautiful painting was given to the airport by Larry Zabel, local artist. Larry's son Steve dedicated the painting of the antelope in the foreground and the first jet that landed at Ennis-Big Sky Airport in the background, to the blend of modern technology and the natural environment.

The airport is one of the finest in the state for its size and has been built with a federal grant from the Federal Aviation Trust Fund.



Mike Ferguson, Administrator, Montana Aeronautics Division, congratulates Airport Authority Chairman Lee Poole on a job well done.



Steve Zabel poses with painting presented to Chairman Poole.

ANTIQUE AIRCRAFT ASSOCIATION MEETS IN BOZEMAN



Outgoing President Bud Hall was presented this cake, complete with airplane on top. Hall's grandson Jason Peres surprised him with a special appearance. Pictured are from left to right, Tim Linn, Bud Hall and Jason Peres.



President Ray Sanders presents roses to Secretary Paula DeKeyrel, also pictured is Ray's wife Darlene.

MONTANA STATE AVIATION SYSTEM PLAN

By: Gerald C. Burrows, Chief
Airport/Airways Bureau

PHASE III

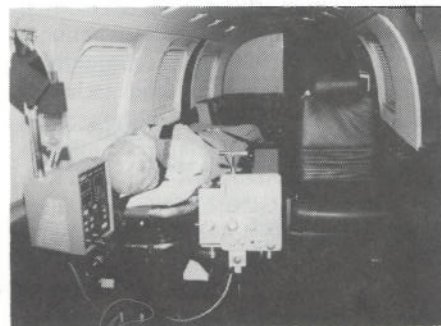
This is complete and copies of the final product are available for loan. Phase III included on-site safety inspections and airport obstruction reviews at 58 GA and commercial service airports. An update of the National Plan of Integrated Airport System (NPIAS) was also conducted on these airports to determine potential development items, and a review of basic airport data. An in-depth capital improvement plan (CIP) for 23 airports is also covered with costs, improvements, etc. listed.

PHASE IV

Selection of the consultants has been completed, and the scope of work for each work item is being compiled. This update covers performing pavement and condition surveys at 40 to 48 Montana airports and to conduct a feasibility study for a Montana regional burn pit facility for airport fire fighters. A grant has been issued by the FAA for this update. We hope to have the consultants under contract in the near future.

DEACONESS FLIGHT DEPARTMENT TO DISPLAY AIR AMBULANCE MOCKUP

Gerald Mobley, Operations Director, Deaconess Flight Department, the air ambulance service of Deaconess Medical



A view inside the mockup, complete with dummy patient and medical equipment.

Gerald Mobley together with the Deacare Mockup.

Center of Billings has a mission. He wants young people to consider a career in medical flight. He also wants to dispel the anxiety people sometimes have about going to a hospital via air ambulance.

Using an exact mockup of the large Piper Cheyenne airplane in which patients are flown by the Deaconess crew, Mobley and staff created a working model of the hospital's air ambulance that is ready for road trips.

The model fits inside a specially built trailer, one side of which opens to reveal a full-length cutaway section of the plane - minus wings. A walkway allows people to see inside the working cockpit and a cabin containing stretchers, medical equipment and a dummy patient.

Piper originally built the mockup as a replica of an executive plane to help market its aircraft. It was sitting in a warehouse in Florida until Piper, Deaconess and Cardinal Drilling, which owns the medical flight operation, teamed up to give the model a new use.

The entire setup weighs 6,500 pounds and requires just a flat spot with a 110-volt hookup.

Calling the model a "career tool" and the only one in the country, Mobley said, "I'm excited about the model. I love aviation and I love medicine."

The ambulance flies with two pilots plus an Advanced Life Support nurse and a paramedic or emergency medical technician on board. A patient will be flown anywhere they choose to go. It is strictly the patient and doctor's option.

The ambulance's 1,400 mile range puts it within reach of hospitals in Chicago, Houston, San Francisco and Seattle.

We look forward to having Mobley and the mockup join us at the Conference in Kalispell.



AOM BOARD TO HOLD SATURDAY MEETING AT CONFERENCE

The Board of the Aviation Organizations of Montana (AOM) will hold a meeting during the 1991 Montana Aviation Conference on Saturday, March 2, at 2:00 p.m. The Board consists of appointed representatives of each of the Montana aviation organizations. Steve Vold, MATA, is Chairman.

Numerous items of interest will be discussed, and any interested party is welcome to attend.

In a departure from past Conferences, there will be no AOM meeting on Sunday morning. In the past, the Sunday morning meeting was set aside to critique the Conference and receive bids from group(s) and facilities wishing to host the Conference two years hence.

This year, groups and facilities wishing to host in 1993 are requested to present a letter of intent to be read into the minutes of the Saturday afternoon meeting. This can be accomplished by a group's AOM representative on the Board. A meeting will then be held in early April, probably in Helena because of its central location, at which time groups and facilities wishing to host the 1993 Conference will be asked to appear before the group to present letters verifying group sponsorship, a suggested budget outline, and information on the proposed site. The April meeting will also be used for a critique of the 1991 Conference and a review of its financial report.

It is felt that this change in procedure will streamline the process for site selection. In addition, it will allow those involved to get an earlier start for home on Sunday morning after the Conference.

The terms of the AOM representatives for the following organizations expire in 1991, and groups are asked to be prepared to announce their new representatives at the March 2 meeting during the Conference: MAMA, MPA, MFF, and EAA.

Two Classes of Pilots Need Recurrent (or "Refresher") Training:

Those who fly regularly and frequently
Those who fly irregularly and infrequently

CONFERENCE TO INCLUDE VARIETY OF SESSION TOPICS

The 1991 Montana Aviation Conference will include a variety of topics for those with an interest in aviation. The Conference will be held February 27 - March 2, 1991, at the Outlaw Inn in Kalispell. Cosponsors for the seventh Conference are Montana Aeronautics Division, Montana Airport Managers Association, Montana Pilots Association and the Montana Aviation Trades Association.

Keynote speakers include Ralph Hood, The Flying Humorist, who will speak at the kick-off luncheon on Thursday, February 28. Scott Crossfield, former rocket research test pilot and now consultant to the U.S. House of Representatives Committee on Science, Space & Technology, will address the awards luncheon on Saturday, March 2. Phil Boyer, President, Aircraft Owners and Pilot Association (AOPA), will speak at the banquet Saturday evening, March 2. In addition, the Montana Logging and Ballet Company will perform at the Saturday evening banquet.

Over forty aviation firms from all over the United States have reserved booth space for the trade show to be held in conjunction with the Conference. Deaconess Medical Center will bring its air ambulance "mockup" to display.

Speakers have agreed to share their proficiency with the Montana aviation community through concurrent sessions. Topics will include:

Canadian air traffic control procedures, aviation careers, fueling safety, thunderstorm avoidance and detection, the FAA Notam System, animal tracking, a state legislative update, computer use for the GA pilot, the DUAT system, the Sikorsky S-43 story, Flying in Canada, the Pan Am Weather system, how to comply with EPA's underground storage tank requirements, and more.

Larry Mayer, award-winning chief photographer for the Billings Gazette will present the video "Montana From The Big Sky".

Dave Kennedy, AOPA, will conduct concurrent sessions regarding national legislative affairs effecting aviation.

Fred Isaac, Regional Administrator, Northwest Mountain Region will conduct an FAA Availability Session on Thursday afternoon, February 28.

The Ag Operators Seminar will begin on Wednesday evening, February 27, and will

continue throughout the day on Thursday, February 28. The Aircraft Mechanics Refresher Seminar will also be held in combination with the Conference at various times.

The Aeronautics Board will meet on Thursday morning February 28. The Aviation Organizations of Montana will also hold a board meeting. Annual meetings of the MPA and MATA will also be conducted. In addition, MAMA will hold their spring meeting. Other aviation organizations will also conduct business/board meetings.

Aside from the three formal meal functions, a free hospitality hour, daily coffee breaks, many sponsored by aviation related firms, plus a Friday luncheon, free to those who have paid registrations, will all be held in the exhibit area.

A Spouses/Guests Program is being planned for Friday afternoon. Tentative plans include a trip to Bigfork for shopping and touring art/craft galleries. One stop will be at Larry Janoff's studio. Larry is an aviation artist with art on display at the Smithsonian Institute. An alternative to the Bigfork tour will be shopping in downtown Kalispell, including the Kalispell Center Mall.

Big Mountain is offering a reduced rate for skiing. The resort has also offered to conduct a ski race for Conference participants, subject to interest. A \$10 entrance fee would be charged to those entering the race and would include pizza and prizes. Interested persons should contact the Aeronautics Division at 444-2506 or write to Vicki Billmeyer, 100 Hathaway Lane, Kalispell, MT 59901.

Registration fee for the Conference is \$30 for an individual; \$40 for a family. This fee allows entry into all sessions. Meal tickets are separate from the registration with the exception of the Friday luncheon and **MUST BE RESERVED NO LATER THAN 24 HOURS IN ADVANCE OF EACH MEAL.** Tickets for the kick-off luncheon must be reserved through preregistration. It is requested that you indicate attendance at the Friday luncheon on the registration form so that accurate counts can be provided to the hotel. A registration form is included elsewhere in this publication.

Rooms for the Conference have been blocked at the Outlaw Inn at the rate of \$49

for a single; \$55 for a double. Call the Outlaw at 800-247-9707 (in Montana) or 406-755-6100. Other motels within walking distance of the Outlaw are: Aero Inn - 800-843-6114 (Montana) or 755-3798; Super 8 - 755-1888; Diamond Lils - 800-843-6114 (Montana) or 752-3467; and Motel 6 - 752-6355.

A tentative schedule for the Conference is provided elsewhere in this issue. Register now, we look forward to seeing you in Kalispell!

Crossfield...

continued from page 1

Navy fighter pilot, fighter and gunnery instructor, engineering officer, lieutenant, USNR from 1942-46, he became aeronautical research pilot, National Advisory Committee for Aeronautics, Edwards High Speed Flight Station. From 1950-55, he participated as pilot, engineer, and in other roles in the X-1, X-2, X-3, X-4, X-5, SF-92, D558-I, and D558-II Research Airplane Programs. In 1953, aboard the D558-II "Skyrocket", he was the first pilot to successfully fly at Mach 2. From 1955-61, as chief engineering test pilot, North American Aviation, he flew the first thirty X-15 demonstration flights and in 1960, was the first pilot to successfully fly at Mach 3.

Scott holds a BS and MS, both in Aeronautical Engineering from the University of Washington, and an Honorary Doctor of Science from the Florida Institute of Technology.

The author of numerous technical reports and trade journal articles, Scott has received some 60 local, national and international awards since 1939 for scholarship, professional, community and technical activities. Listed in nine Who's Who publications, author of chapter on piloting in Koelle's **HANDBOOK OF ASTRONAUTICAL ENGINEERING**, and autobiography **ALWAYS ANOTHER DAWN**. Author of numerous technical reports, trade journal articles, and hundred of lectures. His many professional memberships include the American Institute of Aeronautics and Astronautics, Institute of Aerospace Science, and Society of Experimental Test Pilots which he co-founded.

TENTATIVE SCHEDULE - 1991 MONTANA AVIATION CONFERENCE

Wednesday, February 27

Afternoon
Booth Set-Up
Evening
Ag Operators Dinner

Thursday, February 28

Morning
Ag Operators Seminar
Mechanics Seminar
Aeronautics Board Meeting
Concurrent Sessions
Luncheon
Kick-off Luncheon Speaker:
Ralph Hood, The Flying Humorist
Afternoon
FAA Availability Session
Ag Operators Seminar
Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
Evening
Ralph Hood, The Flying Humorist

Friday, March 1

Morning
Mechanics Seminar
Flying Friends Seminar
Concurrent Sessions
MAMA Membership Meeting
Luncheon
Free to Registrants
Door Prizes
Afternoon
Concurrent Sessions
MATA Business Meeting
Spouses/Guests Program
MAMA Membership Meeting
Evening
Hospitality Hour in Exhibit Area

Saturday, March 2

Morning
MFF Business Meeting
EAA Business Meeting
MAAA Business Meeting
99s Business Meeting

MPA Business Meeting
Mechanics Seminar
Concurrent Sessions

Awards Luncheon

Speaker:
Scott Crossfield, consultant to
U.S. House of Representatives
Committee on Science, Space &
Technology

Afternoon
Concurrent Sessions

Evening

Banquet Speaker:
Phil Boyer, President
Aircraft Owners & Pilots Association
Entertainment:
Montana Logging and Ballet Company

Exhibit area will be open beginning Thursday morning, February 28, and will be open at various times throughout the Conference until Saturday afternoon. Coffee breaks, the Friday luncheon and the hospitality hour on Friday will be held in the exhibit area.

1991 MONTANA AVIATION CONFERENCE REGISTRATION

MONTANA AVIATION CONFERENCE - FEB. 28 - MARCH 2, 1991

MAIL TO:

Montana Aviation Conference
P.O. Box 5178
Helena, MT 59602

PLEASE TYPE OR PRINT

NAME(S) OF PARTICIPANT(S) (for name tags): _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
(choose one for name tag)

PLEASE MAKE THE FOLLOWING RESERVATIONS:
NOTE: Meal tickets must be purchased no
later than 24 hours in advance.

| | | | |
|-------|-------|------|-------|
| MPA | _____ | 99s | _____ |
| MATA | _____ | MAAA | _____ |
| MAMA | _____ | EAA | _____ |
| MFF | _____ | CAP | _____ |
| Other | _____ | N/A | _____ |

ENCLOSED

| | | | | | |
|------------------|-------|--------|-------|--------|------------|
| Reg. Fee - | _____ | @ \$30 | _____ | @ \$40 | \$ _____ |
| *Thurs. Luncheon | _____ | @ \$9 | _____ | | \$ _____ |
| Fri. Luncheon | _____ | @ FREE | _____ | | \$ 0 _____ |
| Sat. Luncheon | _____ | @ \$9 | _____ | | \$ _____ |
| Sat. Banquet | _____ | @ \$20 | _____ | | \$ _____ |

MAKE CHECKS PAYABLE TO:
MONTANA AVIATION CONFERENCE

TOTAL ENCLOSED: \$ _____

RESERVATION MUST BE MADE PRIOR TO CONFERENCE FOR THURSDAY LUNCHEON

FAA ISSUES CERTIFICATES

PRIVATE

Steven J. Anderson Billings
Martin D. Bourque Bozeman
Todd R. Breum Havre
Donald E. Crusch Bainville
John K. Nelson Kalispell
Gorm W. Scarpholt Glendive
Steven W. Shook Hamilton
Roy James Speeg Clancy

PRIVATE INSTRUMENT

Martin Bullinger Billings

COMMERCIAL INSTRUMENT

Tim L. Kinamon Kalispell
Peter W. VanPelt Great Falls

COMMERCIAL INSTRUMENT LAND AND SEA

Steve R. Nicoll Bozeman

MULTIENGINE

Nicholas Bohlinger Billings

MULTIENGINE INSTRUMENT

Kelly Sue Kiernan Great Falls

INSTRUCTOR - GROUND

Rose M. Buschbom Livingston

INSTRUCTOR RENEW/REINSTATE

Scott A. Crawford Missoula
Carer E. Jensen Hinsdale
Richard F. Johnson Butte
Gary G. Woltermann Billings

2,000 copies of this public document were published at an estimated cost of \$.42 per copy for a total cost of \$837, which includes \$632 for printing and \$205 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



January 1991

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